

Long Beach Airport

Terminal Improvement Presentation June 17, 2004



Background

- Annual passenger traffic at LGB increased from 587,473 MAP in 2001 to 2,875,703 MAP in 2003.
- Recent forecast project 4.2 million passengers at full flight allocation levels.
- Existing permanent facilities were designed and built to accommodate 15 flights, approximately 1.5 million annual passengers.

Existing Facilities

- Terminal built in 1941, since designated as a historical landmark.
- Existing non-terminal permanent facilities were designed and built to accommodate 15 flights.
- Permanent boarding lounge built in 1984 was designed to accommodate the use of jets such as the Boeing 737 and Douglas DC-9.

Existing Facilities

- Between 1982 and 1985, the following improvements were made:
 - Rehabilitation of Terminal Building utilities
 - Refurbishment of Terminal Building
 - Construction of new facilities including passenger holdroom, security screening area and covered passenger concourse completed in 1984.
 - Construction of new, enlarged baggage claim facility
 - Construction of the four story parking structure with a 1,050 vehicle storage capacity.
 - Terminal area roadway improvements added curbside area and transit facilities.

Existing Facilities

- No significant upgrades from 1985 through 2001
- Reconfiguration of parking lots and rental car
 - Immediately following September 11, 2001
- Temporary North Holdroom
 - April 2002
- North baggage claim
 - April 2002

Existing Facilities

- Temporary South Holdroom

- August 2003

- Backup South Baggage Claim

- December 2003

- Lot D Parking

- August 2002 (approx. 1400 spaces)

- Additional 700 spaces added June 2004



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Facility Considerations

■ TSA – Ramp Accessible

- Passenger & baggage security screening
- Administrative functions

■ Airport Security & Operations – Ramp Accessible

- Security office, maintenance offices and storage, locker rooms, lost/found storage, interview room and training room, etc.

■ Airlines – Ramp Accessible

- Ground operations offices, ATO, ramp control, pilot flight planning, pre-flight briefings, break rooms for ground handlers and locker rooms

Facility Considerations

■ Parking

- Relocation of offsite parking - monthly Boeing lease

■ Replacement of Temporary facilities

- Ten year projected life span
- Over usage has reduced life span

■ Terminal historical landmark limitations

- Modifications severely restricted

Guiding Principles for Recommendations

- Apply only to terminal facility sizing, later design efforts will determine specific layout.
- Meant to reasonably accommodate HNTB's peak month average day forecast for 41 airline and 25 commuter flights (Scenario 1).
- Support the City's 2010 Strategic Plan:
 - "Expand LGB business opportunities, but only within existing noise ordinances."
 - "Develop a strategy for land use at the Airport that maximizes the economic return to the community."

Guiding Principles, contd.

■ Are designed to:

- Enhance the overall Airport facilities
- Create an asset in which the community can take pride.
- Support the noise impacted communities through appropriate sizing of the facilities and phasing of construction.
- Be supportive of, and add to, the defensibility of the City's airport access and noise control protocols, through reasonable accommodations of permitted activity.

Guiding Principles, contd.

- Base security and amenities on industry standards, as adjusted by facility constraints, where applicable.
- Circulation and concessions space will be designed, and measures taken, so that such space is not converted to departure lounge area.
- Only airline, TSA, and Airport operations offices, specifically requiring direct access to the airline aircraft parking ramp as an integral part of their function will be placed on the ramp.
- Remaining new office area shall be separated from the parking ramp.

Guiding Principles, contd.

- Terminal capacity is most directly governed by “enplanement/deplanement usable” aircraft parking positions. As such, parking positions will be limited to 16, which accommodates the peak hour forecast arrivals/departures plus one spare a/c and one off-schedule position.
- Holdroom, gate and aircraft parking positions addressing the forecasted commuter passengers (945,876 or 22% of total) will be phased, and not made available until commuter slots are allocated (protocol to be established).

Guiding Principles, contd.

- Improvements will only be constructed after a financial plan that provides for full amortization of investments with no General Fund impact has been secured.
- Where appropriate, facilities provided over and above existing permanent facilities, will be themed consistent with LGB and the City's history.

Guiding Principles, contd.

- Public input should be encouraged regarding historical architectural conformity and themeing. Recommend that the AAC work with the Cultural Heritage Commission and staff to develop such a review and protocol.
- Terminal area vehicular parking should be sized to accommodate passengers and Terminal area employee and business needs.
 - Negates the need for off site parking
 - On-site parking enhances air quality, reduces neighborhood impacts and maximizes revenue to the Airport Enterprise Fund.

Improvement Recommendations

- Based on peak month average day forecast for 41 airline and 25 commuter flights (HNTB - Scenario 1).
- 3,309,287 - Annual Commercial Passengers
- 945,870 - Annual Commuter Passengers
- 4,255,157 - Total Annual Passengers

Passenger Security Support Facilities

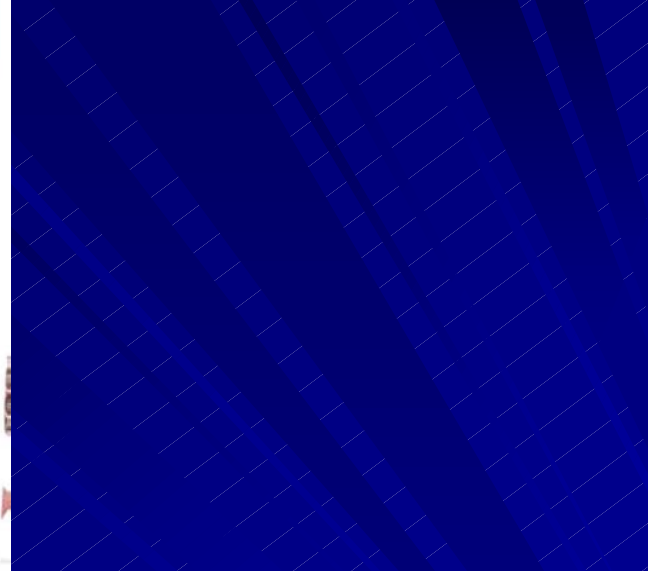
	Current Total (sq ft)	Recommend Additional	Phase 1	Phase 2	Final Total
Security Screen	5,900	4,100	10,000		10,000
Baggage Screen	5,000*	10,000	10,000		10,000
Office Space					
TSA	3,600*	13,500	13,500		13,500
Airlines (ops.)	2,000*	10,000	10,000		10,000
Airport (office)	6,970	5,000	11,970		11,970
Total	12,570	28,500	35,470		35,470
Multi-purpose	0	300	300		300
Restrooms (non-secured)	1,330	2,000	3,330		3,330
Subtotal All	24,800				
Subtotal Permanent Only	14,200	44,900	59,100		59,100
* Temporary space to be replaced with new					

Recommended Passenger Amenities

	Current Total (sq ft)	Recommend Additional	Phase 1	Phase 2	Final Total
Concessions	5,460	20,000	21,060	4,400	25,460

Passenger Processing Facilities

	Current Total (sq ft)	Recommend Additional	Phase 1	Phase 2	Final Total
Holdrooms					
Departure Lounge	12,850	14,750	16,500	2,850	19,350
Circulation	4,350	8,500	8,190	1,410	9,600
Restrooms	2,450	3,200	4,000	0	4,000
Total	19,650	26,450	28,690	4,260	32,950
Ticketing Facilities					
Ticket Counter	1,250	680	1,594	336	1,930
Ticket Queuing	1,400	1,400	2,320	480	2,800
ATO	4,360	243	3,803	800	4,603
Circulation-Ticket	1,400	4,100	4,540	960	5,500
Total	8,410	6,423	12,257	2,576	14,833
Baggage Service	0	900	900		900
Subtotal All	24,800				
Subtotal Perm Only	14,910	33,773	41,847	6,836	48,683
*13,150 sq.ft. of temporary space to be replaced with new					



Passenger Processing Facilities, contd.

	Current Total (sq ft)	Recommend Additional	Phase 1	Phase 2	Final Total
GRAND TOTAL (Perm & Temp)	58,320	98,673			
GRAND TOTAL Permanent Only	34,570	98,673	122,007	11,236	133,243
Baggage Claim					
Passenger Side	226*	510	510		510
Airline Loading	180*	310	310		310
Total (lineal feet)	406	820	820		820
Aircraft Gates	8	3	8	3	11
*Existing permanent facilities to be replaced with new.					



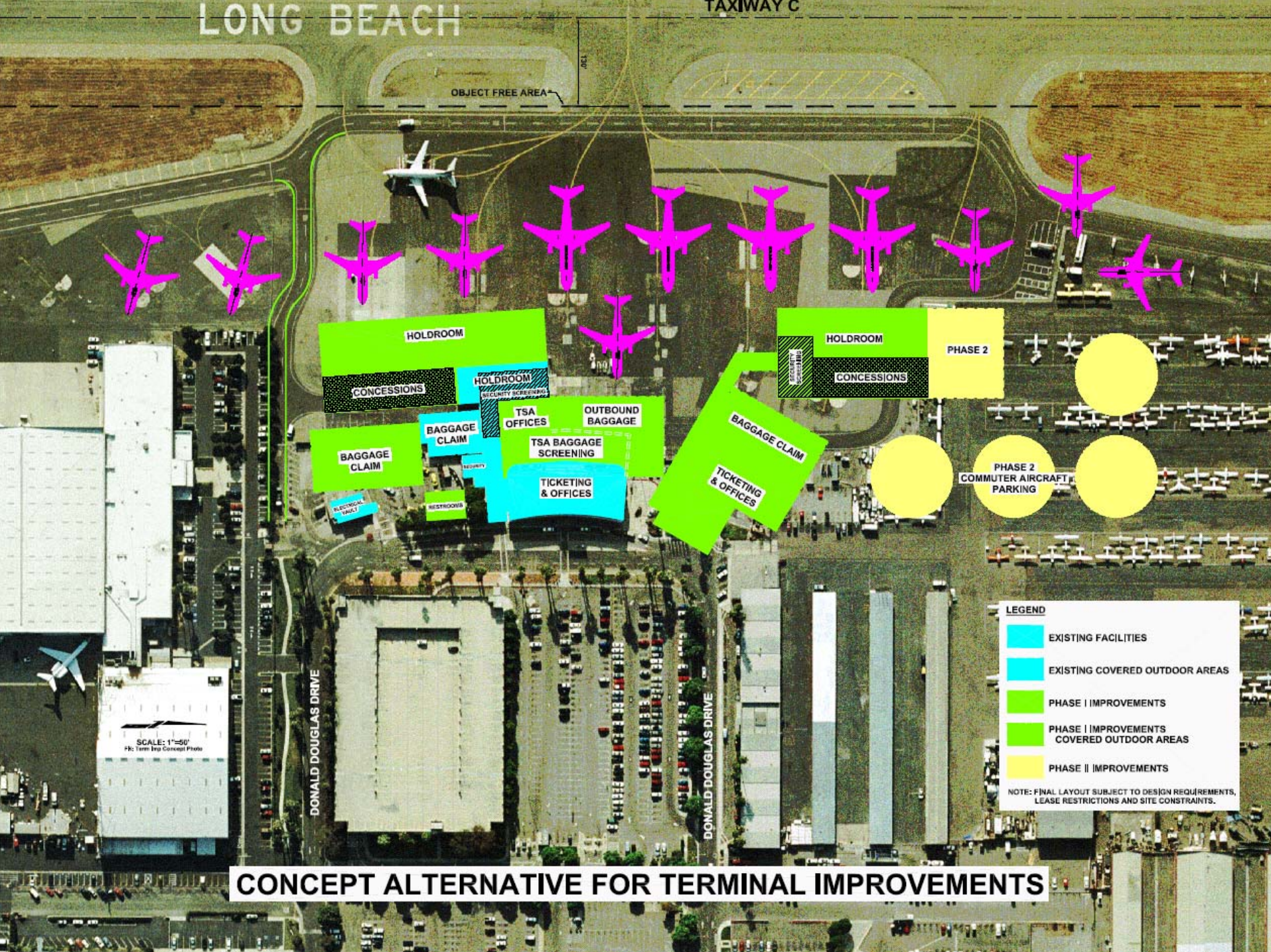
Aircraft Accommodation Capacity

	Current Total (sq ft)	Recommend Additional	Phase 1	Phase 2	Final Total
Aircraft Parking Positions	10	6	12	4	16

LONG BEACH

TAXIWAY C

OBJECT FREE AREA



HOLDROOM

CONCESSIONS

BAGGAGE CLAIM

ELECTRONIC VAULT

BAGGAGE CLAIM

RESTROOMS

TSA OFFICES

TSA BAGGAGE SCREENING

TICKETING & OFFICES

OUTBOUND BAGGAGE

BAGGAGE CLAIM

TICKETING & OFFICES

HOLDROOM

CONCESSIONS

PHASE 2

PHASE 2
COMMUTER AIRCRAFT
PARKING

LEGEND

EXISTING FACILITIES

EXISTING COVERED OUTDOOR AREAS

PHASE I IMPROVEMENTS

PHASE I IMPROVEMENTS
COVERED OUTDOOR AREAS

PHASE II IMPROVEMENTS

NOTE: FINAL LAYOUT SUBJECT TO DESIGN REQUIREMENTS,
LEASE RESTRICTIONS AND SITE CONSTRAINTS.

CONCEPT ALTERNATIVE FOR TERMINAL IMPROVEMENTS



Long Beach Airport
Parking Structure

Recommended Parking Facilities

Existing Layout	Spaces	Proposed Layout	
Lot A – Enclosed Garage	1,045	Lot A – Existing Garage -Short Term -Rental Car	849 227
Lot B- Short Term Lot B – Long Term	65 313	Lot B – New Garage -Accessible -Employee -Long Term	50 462 3,488
Lot C – Long Term Lot C - Employee	601 591	Lot C – Current lot available for develop.	880
Lot D –Boeing Lease	2,104	Lot D – New Onsite Short Term	330
Rental Car (onsite)	216		
Total Spaces:	4,935	Total Spaces:	6,286

Recommended Actions for Airport Advisory Commission

Authorize the Chair to transmit the following Terminal Facilities Project scope recommendations to the City Council, along with EIR scope and other study recommendations, which will be forthcoming:

1. Scope of the Terminal Improvements project should be that which is attached hereto, “Recommended Proposed Passenger Terminal Improvements”.

Staff Recommended Actions, contd.

2. The Airport Advisory Commission recommends that a phase-in plan for commuter airline-related facilities be developed, and that the Airport Advisory Commission be tasked to generate a recommended protocol for aligning commuter slot allocation with availability of related facility capacity.
3. The Airport Advisory Commission believes that actual design of terminal improvements is critical to ensuring facilities that are in keeping with the Airport's unique history and architecture, and as such, recommends that the Airport Advisory Commission and Cultural Heritage Commission jointly establish a design review and input process which allows for timely progress while at the same time results in a product of which Long Beach community can be proud.